

4b Dyce Transport Enhancements

o Purpose of Report

The purpose of this report is to update members in regard to transport developments in and around Dyce.

o Background

Members will be aware that Dyce is a major employment area and contains Aberdeen International Airport. Significant new developments are under construction in the area, including major new business parks at ABZ, D2 and Aberdeen International Business Park. The area has had issues relating to traffic congestion and a number of transport interventions are ongoing or planned in the area.

This report seeks to update members in relation to some of these initiatives.

o Commuting to Dyce Leaflet

Nestrans has developed a “Commuting to Dyce” leaflet in conjunction with Aberdeen City Council, Scottish Enterprise and Aker Solutions to highlight the options possible for people travelling to Dyce and to encourage commuters to consider the alternatives to driving.

A leaflet was produced and distributed to Aker staff moving into their new buildings on Dyce Drive, to other companies on the new business parks and in the vicinity and is also available online. A link is available from the Council’s website at:

<http://www.aberdeencity.gov.uk/nmsruntime/saveasdialog.asp?IID=64262&SID=5177>

The leaflet has received positive feedback and it has been suggested that similar leaflets could be developed for other areas.

Aberdeen City Council were successful in their proposal to secure “Smarter Choices, Smarter Places” funding for Dyce which will enable detailed consideration of the further potential for promoting and encouraging active travel in and around the area.

o Dyce Station

As members will be aware, Dyce station has seen significant levels of growth in recent years. From 269,000 passengers in 2004/05, there has been growth of some 200% to a total of over 810,000 in 2013/14.

This has been in part due to additional through services from south of Aberdeen, many of which now also connect to Inverurie making commuting from there to Dyce more attractive, additional carriages to address capacity and overcrowding issues and other factors including road congestion making rail journey times more competitive.

Since overtaking Stonehaven in 2007/08, Dyce is now the second busiest station in the north east – the 45th busiest station in Scotland.

The station is now fully Disability Discrimination Act compatible, with new overbridge and lifts having been constructed in 2014.

o **Bus Turning Circle**

Nestrans and Aberdeen City Council have implemented a bus turning circle to enable buses to access the station from the west with direct access onto the northbound platform. This will enable operators to use larger vehicles and avoid the congested Station Road and the need to turn within the station car park.

The turning circle, with waiting shelter and cycle facilities is now substantially complete and it is anticipated that a launch will be arranged once final details are finalised and the service 80 shuttle bus is rerouted. Discussions are ongoing with Stagecoach Bluebird regarding a revised timetable and publicity.

o **Consideration of possible extension to car park at Dyce Station**

As members will be aware, Nestrans had submitted a representation on the Aberdeen City Local Development Plan commenting that the Plan should give consideration to reallocating an area of land close to Dyce station which could be suitable for an extension to the existing car park. The Council Planners had accepted that proposal in principle, including a site within the Proposed Plan, but requested that Nestrans provide evidence of the need for such an allocation based on projected patronage and including an indicative layout for an extended car park.

Nestrans appointed Aecom consultants to undertake a survey of car parking in the vicinity, report on projected future requirements and design an indicative layout with costs. A copy of the consultants' final report has now been received and is available from the Nestrans' website at:

<http://www.nestrans.org.uk/dyce-station-car-park-extension.html>

The report concludes that:

- The existing car park at Dyce station has capacity for 60 vehicles, but surveys showed between 49 and 69 cars parked (including those parking in adjacent streets);
- Continuing rate of passenger growth at Dyce could result in over 2 million passengers per year by 2035;
- If existing proportions of passengers continue to arrive by car, this would result in a potential future demand for 164 car parking spaces;
- A parcel of land to the north of the existing car park could be reallocated from open space to enable a car park extension, catering for up to 209 additional cars (i.e. the projected demand of 164 plus 25% to allow for growth, busier times and users of Pitmedden Playing Fields and Formartine & Buchan Way);
- An indicative layout has been prepared with a cost estimate of £466,000.

The report has been shared with Aberdeen City Council, Transport Scotland, Network Rail and Abellio ScotRail.

o **Other Transport Schemes**

Other ongoing transport schemes in and around the Dyce area will also impact on the traffic in the surrounding area, notably the Aberdeen Western Peripheral Route (AWPR), which is on schedule and will remove some through traffic as well as improving journey times to and from Dyce.

A proposed Dyce Link Road is also now under construction, which will relieve key junctions and improve access to the airport, Kirkhill industrial estate and the new business parks. It will also be supported by a Park & Ride site between Dyce Drive and the A96, which will provide a 999 space car park to enhance travel choice and encourage modal shift.

o **Recommendation**

It is recommended that the Board:

- a) Welcome the production of the “Commuting to Dyce” leaflet;
- b) Note the progress regarding development of Dyce station and other transport enhancements in the Dyce area;
- c) Endorse the Dyce Station Car Park extension report; and
- d) Authorise officers to further develop proposals for an extension to the car park at Dyce station, in partnership with local authority colleagues, Network Rail and Abellio ScotRail.

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